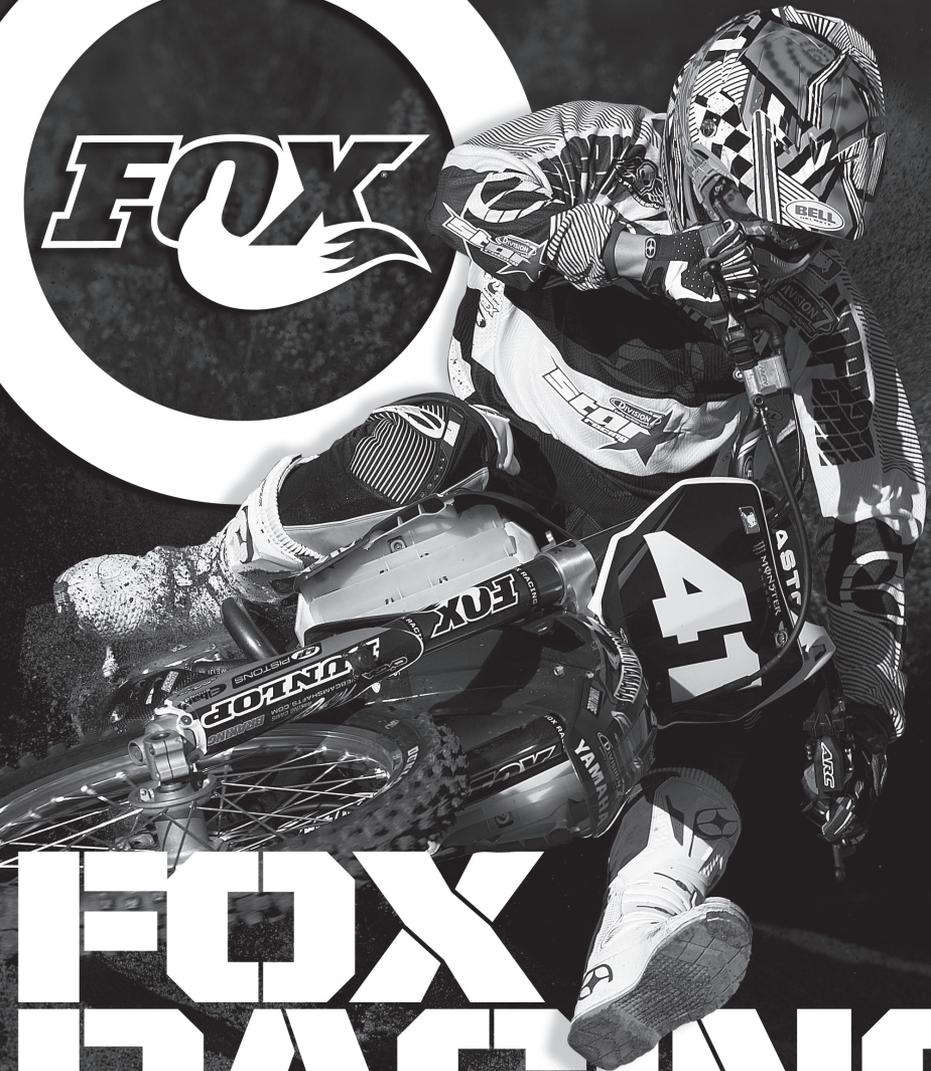


SHOCK OWNER'S MANUAL
PODIUM RC3



**FOX
RACING
SHOX**

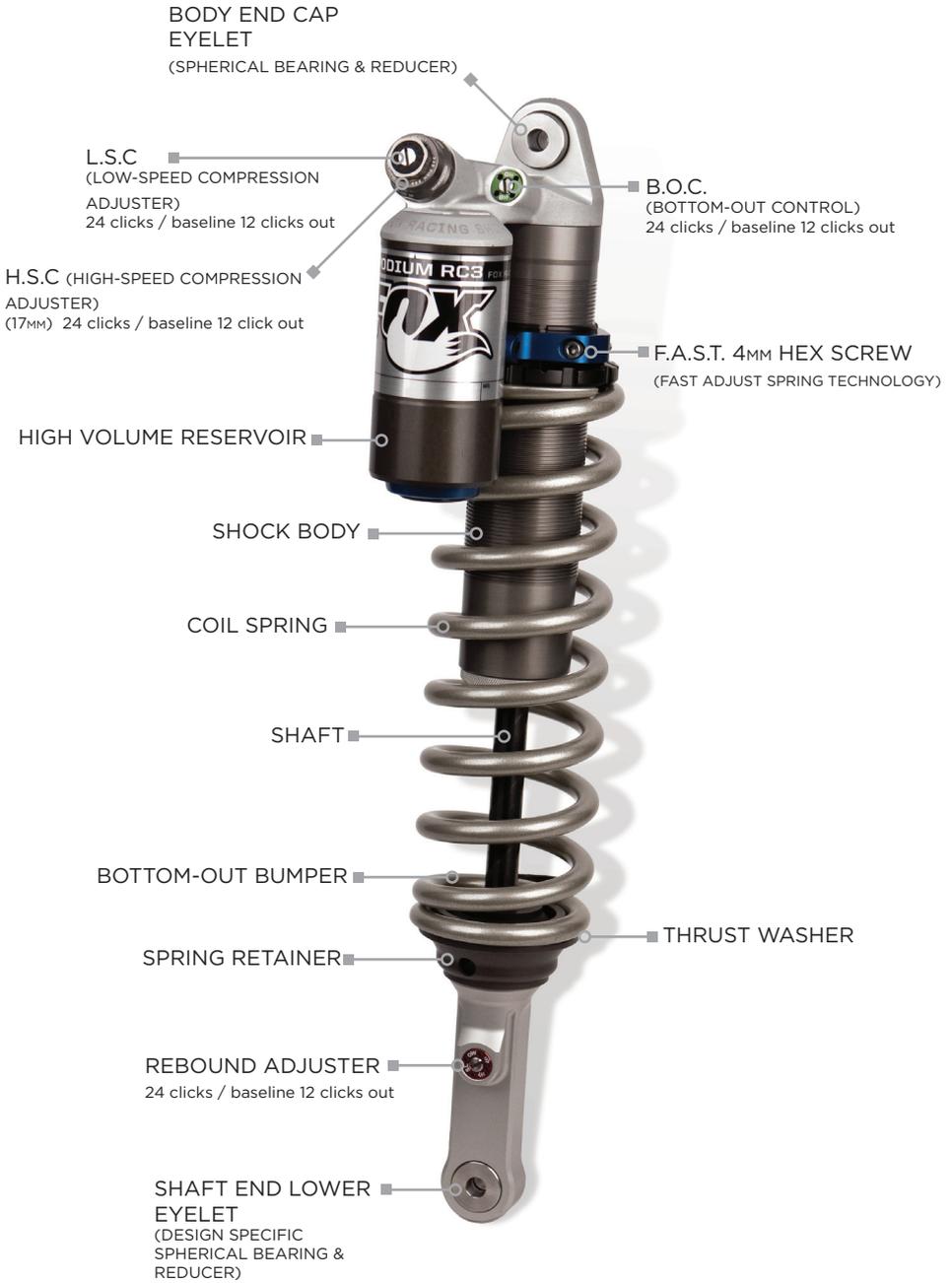


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FOX Racing Shox: PODIUM RC3

Features	<ul style="list-style-type: none"> > Lightweight race proven design > Race-proven oil damping system > Easy change preload with new F.A.S.T spring adjuster > Bottom-Out Control (B.O.C.) > Compression adjusters with huge range of adjustment, high speed & low speed
Technology	<ul style="list-style-type: none"> > DLC coated shaft > Exotic, proprietary coatings (shock body & reservoir) > High flow, off-road racing truck inspired damping piston > 100% rebuildable > 1-Year factory limited warranty > 90-day valving guarantee > Easy to install (no frame modifications)
Adjustments	<ul style="list-style-type: none"> > Bottom-Out Control (B.O.C.) - *24 Clicks > High-speed compression - *24 Clicks > Low-speed compression - *24 Clicks > Rebound - *24 Clicks > F.A.S.T coil spring pre-load (Fast Adjust Spring Technology) <p><small>* Actual clicker count may vary</small></p>

NOTICE: THE MOTORCYCLE PICTURED IN THIS MANUAL MAY OR MAY NOT RESEMBLE YOUR ACTUAL MOTORCYCLE. IN ANY CASE, THE PROCEDURES OUTLINED WILL CORRECTLY ENABLE YOU TO SET UP, MOUNT AND TUNE YOUR PODIUM RC3 TO YOUR PARTICULAR MODEL.



DENOTES INFORMATION THAT, IF NOT FOLLOWED, CAN CAUSE DAMAGE TO YOUR SHOCK OR LEAD TO SERIOUS INJURY OR DEATH.



DENOTES INFORMATION THAT MAY NOT BE OBVIOUS, OR THAT CAN HELP THE RIDER OUT WITH A DIFFICULT SITUATION.

CONGRATULATIONS!

Thank you for choosing FOX PODIUM RC3 for your motorcycle. In doing so, you have chosen the finest suspension shock in the world. FOX Racing Shox products are designed, tested and manufactured by the finest professionals in the industry in Santa Cruz County, California, USA.

As a consumer and supporter of FOX Racing Shox products, you need to be aware of the importance of setting up your shock correctly to ensure maximum performance. This manual provides step-by-step instructions for setting up and maintaining your shock. It is a good idea to keep your receipts with this manual, and refer to it for service and warranty issues.

This manual does not contain step-by-step detailed service instructions for a reason: FOX recommends that detailed service be performed by FOX Racing Shox or a qualified suspension professional.

CONSUMER SAFETY



RIDING A MOTORCYCLE CAN BE DANGEROUS AND CAN RESULT IN DEATH OR SERIOUS INJURY.

Take your responsibility to yourself and others seriously, and heed the following safety tips:

- > Keep your motorcycle and suspension system in optimal working condition.
- > Wear protective clothing, eye protection and always fasten your helmet before you ride.
- > Know and ride within your limits.

The PODIUM RC3 shock contains a nitrogen charge. The charged portion of the shock should only be opened by a FOX Racing Shox technician or a qualified suspension professional.



OPENING A NITROGEN PRESSURIZED SHOCK CAN BE DANGEROUS AND CAN RESULT IN SERIOUS INJURY OR DEATH.

SETTING UP THE PODIUM RC3

READING THE SPRING RATE

In picture shown at right: The shock spring produces 4.6 KG force per mm of compression. A higher number means a stiffer spring. Fox RC3 springs come in 0.2 kg/mm increments.



The spring rate is printed directly on the FOX shock spring.

Note: Only use a FOX Podium RC3 Spring with this shock.

CHANGING SPRINGS

1. Loosen the fast adjust spring technology (F.A.S.T) preload locking screw with a long 4mm hex T- Handle Wrench. With body end cap down, grip and turn the coil spring clockwise until the spring has free play between the spring retainer and the F.A.S.T system.
2. Press the spring retainer down (shaft end of shock) and remove the wire retaining ring from the wire ring groove in the shaft end lower eyelet.
3. Remove the spring retainer and thrust washer from the coil spring.
4. Orient the new spring correctly (see **SPRING ORIENTATION** on next page) and slide it onto the shock body. Make sure to align the slot at the bottom of the coil spring to the pin in the F.A.S.T pre-load adjust collar.

5. Place the spring thrust washer and retainer back onto the spring and slip on the wire retaining ring into the ring groove in the shaft end lower eyelet.
6. With body end of the shock down, grip and turn the coil spring counterclockwise to increase preload approximately four (4) turns to take up any free play of the coil spring against the F.A.S.T system collar.
7. Adjust preload according to the ADJUSTING SPRING PRELOAD section on page 5. **Note: Always make sure that the F.A.S.T 4mm screw is tight before riding the motorcycle.**

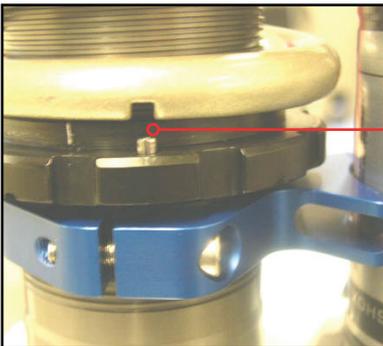
SPRING ORIENTATION

When placing the spring back on the shock body, it is important that the spring is correctly oriented. Essentially, the slot in the FOX Podium RC3 spring should be placed onto the F.A.S.T spring collar pin. Rotate the spring until the correct orientation is achieved.



AN IMPROPERLY ORIENTED SPRING CAN FAIL PREMATURELY, CAUSING LOSS OF CONTROL OF THE MOTORCYCLE, WHICH CAN RESULT IN SERIOUS OR FATAL INJURIES.

Note: the picture below shows the correct orientation for F.A.S.T spring collar pin and spring slot :



F.A.S.T COLLAR PIN AND SPRING SLOT

MOUNTING THE PODIUM RC3

Refer to your motorcycle owner's manual for the specific tools required for your motorcycle brand.

1. Place the motorcycle on a workstand.
2. As applicable, remove the seat, side panels, silencer, and subframe/airbox from your motorcycle. Refer to your motorcycle's owner's manual for specific information on accessing your rear shock mount.



3. Remove the lower and upper shock mounting nuts and bolt and remove the stock shock.



4. Double check the pre-installed upper and lower spherical bearing and reducers to your stock shock (to insure you have proper fit).
5. Install the PODIUM RC3 and mounting bolts, ensuring that the upper reducers and o-rings are in the correct position.
6. Refer to your owner's manual for final mounting bolt and nut torque (upper and lower).
7. Stand the motorcycle on the ground and tighten the bolts to final torque. This method helps to reduce any lash at the shock mounting bolt holes.



6. Re-install subframe/airbox, silencer, side panels and seat on your motorcycle.



7. Set rider sag and check free sag as indicated in the following sections.

ADJUSTING SPRING PRELOAD

1. Unload the suspension by placing the motorcycle on a stand.
2. Using a 4mm long hex wrench, loosen the F.A.S.T locking screw on the PODIUM RC3.
 - a. Grip and turn the coil spring counterclockwise (as viewed from bottom of shock) to increase spring preload.
 - b. Grip and turn the coil spring clockwise (as viewed from bottom of shock) to decrease spring preload.
4. After the proper preload has been set, use your 4mm long hex wrench to tighten the F.A.S.T locking screw.
5. Measure and set sag by following the steps in the **MEASURING AND SETTING RIDER SAG** section.

MEASURING AND SETTING RIDER SAG

To get the best performance from your PODIUM RC3, it is necessary to adjust sag. Sag is how much the shock compresses, or “sags,” when you sit on the motorcycle. Use the following procedure to measure rider sag:

1. On a level surface, place the bike on a stand with its wheels off the ground. This ensures that the rear suspension is fully extended before measuring **S1** in the next step. Your shock should already be properly installed.



ENSURE THAT YOUR MOTORCYCLE'S SUSPENSION AND PIVOTS ARE LUBRICATED AND IN GOOD WORKING ORDER. “STICKY” BEARINGS OR LINKAGES WILL YIELD INACCURATE MEASUREMENTS.

2. Measure the distance from the rear axle to a fixed point on the side panels above the axle. It is helpful to mark the fixed point with a piece of tape or marker. This is **RIDER SAG MEASUREMENT #1**, extended length (**S1**). See the picture **S1** on the next page.
3. Remove the motorcycle from the stand and sit on the motorcycle in normal riding position with your riding gear on, and have an assistant push down the seat or rear fender approximately 1”. Allow the rear suspension to return to a neutral position. It's also helpful to have the assistant help balance the rider so that he can weight the motorcycle with both feet on the foot pegs.

- Have an assistant measure and record the distance from the rear axle to the same fixed point used in step 2. This is **RIDER SAG MEASUREMENT #2 (S2)**. See the picture **S2** on the next page.

$$S1 - S2 = \text{RIDER SAG}$$



S1

S2

- Consult the **SAG RECOMMENDATION** table in your motorcycle's owners manual and find the recommended rider sag.
- If the rider sag measurement is too little, decrease spring preload (see **ADJUSTING SPRING PRELOAD** on page 5), then repeat step 4 until proper sag is achieved.
If the rider sag measurement is too much, increase spring preload (see **ADJUSTING SPRING PRELOAD** on page 5), then repeat step 4 until proper sag is achieved.

MEASURING AND SETTING FREE SAG



Free sag should only be checked after checking rider sag, and is used to determine if your spring rate is correct for your weight. If the free sag is less than the recommended values, the spring rate is too low—you will need to obtain a higher rate spring. Conversely, if the free sag is greater than the recommended values, your spring rate is too high and you will need to obtain a lower rate spring.

Use the following procedure to measure free sag:

- With the shock installed on your bike and the bike on a stand (this ensures that the rear suspension is fully extended), measure the distance from the rear axle to a fixed point on the side panels or rear fender above the axle. It is helpful to mark the fixed point with a piece of tape or marker. This is **FREE SAG MEASUREMENT #1 (F1)**. See the picture below.
- Remove the motorcycle from the stand and push down the seat or rear fender approximately 1". This allows the suspension to return and rest in a neutral position.
- Measure the distance from the center of the rear axle to the same fixed point used in step #1. This is **FREE SAG MEASUREMENT #2 (F2)**. See the picture below.
- Consult your motorcycle's owner's manual for **FREE SAG RECOMMENDATION** (usually a range of 30-40mm is recommended).



(F1)

(F2)

5. If your free sag falls outside the recommended range, you will need to change your spring rate.



ALL SPRINGS ARE AVAILABLE THROUGH FOX RACING SHOX. CONSULT THE CONTACT INFORMATION ON THE INSIDE BACK COVER.

EACH ADJUSTER HAS APPROXIMATELY 24 CLICKS. CLICKS ARE COUNTED FROM FULL IN (CLOCKWISE). FULLY CLOSED IS ZERO CLICKS.

TUNING THE PODIUM RC3

Go out and ride. Tune your senses to what the motorcycle's rear end is doing. Sometimes you know the bike isn't handling quite right but, for example, it may be hard to tell whether the problem is too little rebound damping or too much compression damping. Sometimes the difference in "feel" is subtle.

Some of the distinctions are minute. If the damping doesn't seem quite right, make your best guess as to what change will help, then try it. If handling doesn't improve, make another change in the opposite direction. Keep experimenting like this until the ride feels best.

It is common practice for riders to "test" shock absorber damping by pushing down on the back of the bike seat and observe the shock response. This test is useful, but very limited. You should be aware that this only will provide you with low-speed damping action. The seat push test will tell you nothing about shock response at medium and high shaft speeds. It is important to realize this when tuning your shock. Keep in mind that, with the seat-push type of test, you will perhaps be able to notice tuning changes that affect low-speed damping. However, you will not be able to accurately determine the changes that affect medium to high-speed damping.

TUNING RECOMMENDATIONS

The percentage change in damping when going from one click to the next click is fairly small. This is so you can really fine tune your shock. A one click change is hard to notice. Therefore, FOX recommends making changes of two clicks at a time. For example, if after testing you feel compression is too soft, try a two-click change (clockwise on compression adjuster). If that feels just right, then you've got it. On the other hand, if that now feels a little too stiff, then you've got it "bracketed"; go back one click (counterclockwise) and it should now feel just right.

These recommendations apply to both rebound and compression damping.

REBOUND DAMPING

Rebound damping controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the seat.

The rebound adjuster screw (see rebound adjuster screw picture below right) is located on the shaft end of the shock, and is adjusted using a flat blade screwdriver.

For slower rebound, use a flat blade screwdriver to turn the adjuster screw clockwise.

For faster rebound, use a flat blade screwdriver to turn the adjuster screw counterclockwise.

REBOUND DAMPING TROUBLESHOOTING

Symptom	Remedy
- Bucking - Tops out too hard	Set slower rebound
- Packing in repetitive bumps - Chatter	Set faster rebound

Symptoms of Too Much Rebound Damping

Rear end tends to washout or slideout on hard-packed sweeper turns with small bumps—especially off-camber “washboard” turns. The Rear end skips around too much when braking on “washboard” sections and the rear tire does not develop good braking power. Poor rear wheel traction when accelerating over small repetitive bumps (washboard) sections. The Rear end gets harsh and hard to control when hitting series of medium or large rolling bumps at high speed. The First few bumps in the series don’t seem bad, but after that the rear end gets harsher and starts to jump around.



TOO MUCH DAMPING PREVENTS THE WHEEL FROM EXTENDING QUICKLY ENOUGH BEFORE HITTING THE NEXT BUMP (PACKING). AFTER THE FIFTH OR SIXTH BUMP, YOU MAY HAVE MINIMAL TRAVEL LEFT.



REBOUND ADJUSTER SCREW

Symptoms of Too Little Rebound Damping

These symptoms are similar to the ones in the previous section: there is a tendency to slideout on washboard turns and poor braking over washboard sections. The critical difference in this case is that the back of the bike is bouncing up and down too much, whereas with too much damping it had poor traction. There is too much kicking up, especially when braking on downhill sections with small bumps or washboard surface.

The rear end kicks up when hitting large rolling-type bumps at high speeds. Kick-up is especially noticeable on steep downhills with deep rolling bumps. Also, the rear end of the bike may kick up after landing a jump.



THE SHOCK WILL EXTEND TOO QUICKLY IF THERE IS NOT ENOUGH DAMPING TO CONTROL THE SPRING EXTENSION FORCE.

COMPRESSION DAMPING

In a continuous effort to improve our products, we have developed a new DSC (dual speed compression) adjuster for your FOX Podium RC3. This new DSC adjuster along with the entire shock system will allow you to fine tune your ride to a wider range of riding conditions. Compression damping controls the rate at which the shock compresses when it encounters a bump. The proper compression setting is a personal preference and changes with rider weight, riding style and conditions.

To tune the compression adjuster use a flat blade screwdriver for low speed compression (**LSC**) and a 17mm socket wrench for high speed compression (**HSC**).

LSC adjustment:

The **LSC** adjuster primarily affects the compression damping during slow suspension movements such as g-outs or smooth jump landings. It also affects wheel traction and the harshness or plushness of the vehicle (note that low-speed has nothing to do with the speed of the motorcycle!). Choose the LSC setting that provides the best traction without causing excessive harshness or excessive wallow.

For more **LSC** compression, turn the compression adjuster clockwise with a flat blade screwdriver.

For less **LSC** compression, turn the compression adjuster counterclockwise with a flat blade screwdriver.

HSC adjustment:

The **HSC** adjuster mainly affects the compression damping during medium to fast suspension movements such as steep jump faces, harsh flat landings and aggressive whoops. The goal is to run as little high-speed compression damping as possible without bottoming.



DSC COMPRESSION ADJUSTER



BE CAREFUL NOT TO OVER TIGHTEN THE 17MM ADJUSTER. DOING SO WILL DAMAGE THE DSC (DUAL SPEED COMPRESSION) ADJUSTER.

For more **HSC** compression, turn the 17mm compression adjuster clockwise.

For less **HSC** compression, turn the 17mm compression adjuster counterclockwise.

COMPRESSION DAMPING TROUBLESHOOTING

Symptom	Remedy
- Rigid, harsh ride	Set less compression
- Bottoms-out easily	Set more compression

Symptoms of Too Much Compression Damping

Rear end is harsh over small bumps.

Shock seems to stay almost rigid instead of absorbing bumps. Especially noticeable on downhill bumps.

Rear end is harsh at high speeds over large or medium square-edged bumps.

The shock stays too rigid and does not use enough travel to absorb bumps.

The shock rarely or never seems to bottom-out, even off the biggest jumps.

Symptoms of Too Little Compression Damping

Shock bottoms-out on medium-sized bumps and the bottom of deep, smooth gullies, or rising portions of deep, rolling sand whoops.

At high speed the rear end takes medium square-edged bumps smoothly, but bottoms out too easily on larger bumps.

Bottoms out too easily off jump and at high speeds over large square-edged bumps, kicking up the rear end violently. This is also known as a deflection kick (not related to rebound).

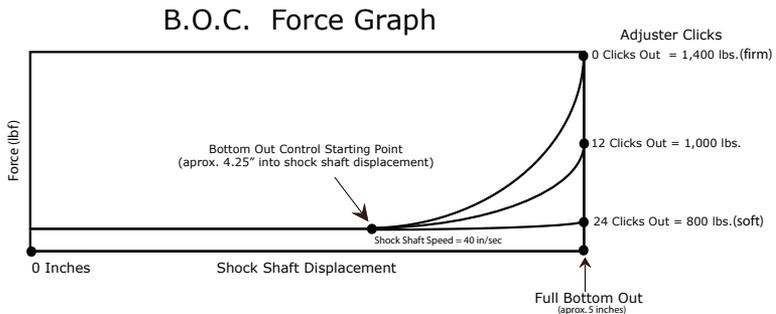
The rear suspension may also feel like it wallows too much under acceleration (excessive up and down movement on smooth surfaces).

BOTTOM-OUT CONTROL (B.O.C.)

The B.O.C is position sensitive and only affects the compression damping during bottom out events such as steep jump faces, jump landings and aggressive whoops. This feature is proprietary to the FOX Podium RC3. The goal of the B.O.C is to run as little bottom out control damping as possible without bottoming hard. Turning the B.O.C adjuster from firm (+) to soft (-) with a flat blade screw driver will allow you to tune the bottom out feel of the shock (standard setting is 12 clicks out) with out affecting or changing your low speed or the high speed compression damping on the Dual Speed compression adjuster circuits. The B.O.C feature is position sensitive (at the very end of shaft stroke), use this feature for fine tuning the bottom out feel of the shock i.e. soft - firm.



■ **BOTTOM-OUT CONTROL**
24 CLICKS OF ADJUSTMENT
"12 CLICK OUT FOR BASELINE"



This graph is a generic display. Actual bottom out force curves and shaft displacement may vary between FOX RC3 shock models, design and performance goals.

INSPECTING AND MAINTAINING THE PODIUM RC3

Proper inspection and maintenance procedures are crucial to maintaining the high performance and durability of your FOX shock. Proper inspection and maintenance now prevent headaches and equipment failure later, not to mention lackluster performance at the races and your absence from the podium.

You should clean your rear shock before and after every ride for optimal performance. Use a mild detergent and rag to clean off any and all debris from your shock. Be sure to clean the area located under the bottom-out bumper as well.

Along with properly cleaning your shock, you should also inspect the following areas before every ride.

#1: Check the spherical bearings, reducers and o-rings for excessive wear or damage.

#2: Check the reservoir for any signs of damage.

#3: Check the piston shaft for any signs of leakage or damage.

#4: Check the spring and shock body for any signs of damage.

#5: Check the shock mounting points and make sure all bolts are properly torqued.



YOUR PODIUM RC3 SHOCK IS CHARGED WITH NITROGEN. SPECIAL EQUIPMENT IS NECESSARY TO ACCESS AND ALTER THE NITROGEN CHARGE.

TUNING NOTES:

QUICK REFERENCE GUIDE

PODIUM RC3

terms used

SUSPENSION

- > **Compression:** downward travel of the suspension. Actions that move the endpoints of the shock closer together.
- > **Compression damping:** oil damping resistance felt when trying to compress the shock.
- > **Emulsion shock:** shock without an IFP (Internal Floating Piston) separating the oil and nitrogen.
- > **Frame clearance:** distance between the frame and other moving parts, like the shock.
- > **Negative travel:** distance the suspension or shock extends from the static ride height. Also referred to as 'free sag'.
- > **Preload:** initial force on the spring. Preload is used to adjust rider sag.
- > **Ride height:** with the rider on the bike, the basic stance of the bike. Usually measured from the ground to some point on the bike frame.
- > **Rebound:** force required to extend the shock or suspension. Can also refer to the extending action of the suspension.
- > **Rebound damping:** oil damping resistance that controls the rate at which the shock extends after being compressed.
- > **Rider sag:** amount the shock compresses with the rider sitting on the motorcycle in a normal riding position. Best measured with a friend holding your motorcycle up.
- > **Free sag:** amount that the bike "sits" into travel. Usually measured from the ground to a point on the frame, or as shock stroke, and without a rider on the motorcycle.
- > **Stroke:** amount of shock travel.
- > **Travel:** total amount the shock compresses, as measured from eye-to-eye.
- > **Wheel travel:** distance the wheel moves when the suspension is cycled through its full travel.

RIDING

- > **Bottoming:** motorcycle has bottomed-out when the suspension reaches the limit of its travel and stops further downward motion.
- > **Bucking:** kicking motion on a rider after a bump or jump landing.
- > **Chatter:** small bumps similar to braking bumps prior to a corner or berm. Often refers to the harshness felt when riding over small, closely spaced bumps.
- > **Fading:** loss of shock damping usually due to heat.
- > **Packing:** when the shock does not return quickly enough to adequately absorb the next bump in a repetitive bump sequence.
- > **Spiking:** sharp impact cause by a square-edge bump.
- > **Squat:** when the rear of the vehicle "sits" down either due to weight transfer or driveline forces.
- > **Stiction:** initial force that needs to be overcome to start the suspension stroke.
- > **Topping-out:** when the suspension is fully extended.

SHOCK

- > **Eyeblets:** at either end of the shock where the shock mounts to the bike.
- > **Spring rate:** force required to compress a spring one inch. Measured in lb/in. or Kg/mm.
- > **Valving:** refers to the combination of shims or damping valves on the piston face used to achieve a specific ride characteristic.

service intervals

- > **Before every ride:** Wipe mud and debris off shock exterior and from under bottom out bumper
- > **Before every ride:** Check your shock's F.A.S.T 4mm hex screw
- > **Every three (3) hours:** Clean and grease eyelet spherical bearing
- > **Every ten (10) hours:** Clean and inspect your shock. See the **INSPECTING AND MAINTAINING THE PODIUM RC3** section on page 9 of this manual.
- > **Every forty (40) hours:** Shock rebuild by a FOX Certified Technician or FOX Racing Shox

tools and supplies

- > Misc. hand tools

contact info

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Website: www.foxracingshox.com / www.service.foxracingshox.com
Business hours: Monday - Friday 8 a.m. - 5 p.m. PST

method of payment & shipping

Visa,
MasterCard,
Cashier's Check

FOX Racing Shox
uses UPS Ground
Service within
the USA.

disclaimer

FOX Racing Shox is not responsible for any damages to you or others arising from riding, transporting, or other use of your PODIUM X shock. In the event that your shock breaks or malfunctions, FOX Racing Shox shall have no liability beyond the repair or replacement of your shock pursuant to the terms outlined in the warranty provisions of this manual.

specific exclusions from warranty

- > Parts replaced due to normal wear and tear and/or routine maintenance
- > Parts subject to normal wear and tear and/or routine maintenance
- > Bushings
- > Seals (after the 90-day seal warranty period expires)
- > Suspension fluids
- > Crash damage

warranty policy

The factory warranty period for your shock is one year (two years for countries in the EU) from the original date of purchase of the shock or motorcycle. A copy of the original purchase receipt must accompany any shock being considered for warranty service. Warranty is at the full discretion of FOX Racing Shox and will cover only defective materials and workmanship. Warranty duration and laws may vary from state to state and/or country to country.

Parts, components and assemblies subject to normal wear and tear are not covered under this warranty.

FOX Racing Shox reserves the right to all final warranty or non-warranty decisions.

general exclusions from warranty

- > Installation of parts or accessories not qualitatively equivalent to genuine FOX Racing Shox parts. Use of non FOX Podium RC3 Spring
- > Abnormal strain, neglect, abuse and/or misuse
- > Accident and/or collision damage
- > Modification of original parts
- > Lack of proper maintenance
- > Shipping damages or loss (purchase of full value shipping insurance is recommended)
- > Damage to interior or exterior caused by rocks, crashes or improper installation
- > Oil changes or service not performed by FOX Racing Shox or an Authorized Service Center

valving guarantee

If it is determined that a PODIUM RC3 requires a valving change within the first 90 days of ownership, FOX will perform the re-valve at no charge for the original consumer. The consumer is required to follow the Service Policy procedure below and is responsible for all shipping costs to and from FOX Racing Shox. Unless otherwise specified, FOX Racing Shox will return ship the shock(s) via UPS Ground Service.

service policy

- > FOX Racing Shox offers 5-business day turnaround, which may vary.
- > Obtain an RA (Return Authorization) number and shipping address from FOX Racing Shox at 800.FOX.SHOX. Outside the USA, contact the appropriate International Service Center.
- > Mark the RA number and Return Address clearly on the outside of the package and send to FOX Racing Shox (see Contact Info above) or your International Service Center with shipping charges pre-paid by the sender.
- > Proof-of-purchase is required for warranty consideration.
- > Include a description of the problem, motorcycle information (manufacturer, year and model), type of FOX product and return address with daytime phone number.

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